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LACK OF FUEL MAY KEEP NAVY OFF SEA

House Appropriations Committee Reports Only Half of Necessary Funds.

WASHINGTON, March 1.—Necessity of tying up every ship in the navy for lack of fuel to permit operation, faced the Navy Department as an immediate probability to-night, due to action of the House Appropriations Committee in reporting out to-day a deficiency item of \$8,200,000 for naval fuel to be used during the remainder of the fiscal year. This sum is about one-half of the original fuel deficiency estimate submitted by the department.

An drawn by the committee, the bill does not provide for an additional appropriation but merely authorizes the department to spend money it might be able to take from other current appropriations for fuel up to the limit set.

Naval officials are known to regard the situation as serious, although Secretary Denby refused to-night to authorize any comment on the action of the committee. There were indications, however, that orders must go forward to all parts of the navy almost immediately under which no ship would be permitted to operate under steam for the remainder of the fiscal year, unless Administration officials were successful in inducing Congress to make more liberal fuel provisions.

Action of the Appropriations Committee of the House is generally regarded as forecasting closely ultimate action of Congress and until there is some development showing that Congress has appreciated the situation in which the navy would be left, there are indications that no operation of the fleet will be authorized which would lead to expenditure of fuel beyond the limit set.

In presenting the fuel deficiency situation to the Subcommittee on Naval Appropriations, Secretary Denby pointed out that the original estimates for the current year were \$37,000,000, which was ultimately reduced by the Department to \$30,000,000 and cut by Congress to \$17,500,000. Of that sum only \$14,000,000 was available for fleet fuel, and Mr. Denby explained that should every ship now in commission remain at anchor throughout the year the total fuel bill to keep them under necessary steam in port would amount to \$12,850,000.

HARDING TO KEEP HANDS OFF.

Will Not Take Sides in Indiana Senatorial Contest.

WASHINGTON, March 1.—President Harding will take no hand in the Indiana Senatorial primary fight between Senator New, who is seeking re-nomination, and former Senator A. J. Beveridge, who is also a candidate for the nomination, John C. Shaffer, publisher of several middle Western newspapers, said to-day on leaving the White House after a talk with President Harding.

The national Administration as a whole, Mr. Shaffer said, will not use its influence for either Senator New or Mr. Beveridge, its leaders contending that the contest should be decided on its merits.

NAVY CHIEFS PLEAD FOR MIDSHIPMEN

Secretary Denby and Admirals Oppose Discharge.

WASHINGTON, March 1.—The Navy Department stepped forward to-day in an effort to save the Naval Academy graduating class from being forced to walk the plank in June.

Taking cognizance of a movement in Congress to turn the 541 members back to civil life, Secretary Denby, Rear Admiral Wilson, superintendent of the academy, and Rear Admiral Washington, Chief of the Bureau of Navigation, insisted before the House Naval Committee that the three other classes should be permitted to graduate according to schedule and that no reduction be made in the number to be admitted next fall.

Because of the unrest among the 2,272 men at Annapolis, Admiral Wilson declared, a speedy decision ought to be made, while Admiral Washington asserted that the need for the services of the midshipmen would be far greater ten years hence than now.

While conflicting views were expressed as to what the Naval Committee might recommend, questions at the long hearing to-day indicated a growing sentiment in favor of commissioning the first class and retiring at least an equal number of older men in the service, many of whom have reached the age of retirement and reported to be anxious to get out.

BOARD WOULD RETAIN THE WEST VIRGINIA

Plan to Save Her and Lexington and Saratoga.

WASHINGTON, March 1 (Associated Press).—The battleship West Virginia and the battle cruisers Lexington and Saratoga will be the three capital ships now building which, with the battleship Colorado, will be retained under the naval limitation treaty for completion or conversion.

A special naval board headed by Rear Admiral McElroy has examined the facts as to the state of completion of the West Virginia and her sister ship, Washington, and it is believed that the board found the West Virginia to be much further advanced than the Washington, confirming the previous impression. In view of a probable saving of almost a million dollars in selecting the West Virginia for completion instead of the Washington, Navy Department officials believe the former will be added to the fleet and the Washington scrapped.

The West Virginia is being built at the yards of the Newport News Shipbuilding Company and the Washington by the New York Shipbuilding Company at Camden. The Lexington is at the Fore River plant of the Bethlehem company.

DESERTERS' BILL EXTENDED.

House Agrees to Prolong Period of Prosecutions.

WASHINGTON, March 1.—The House by a vote of 264 to 20 to-day passed the Senate bill extending indefinitely the time during which draft evaders and deserters from the army or navy during the world war could be prosecuted, by continuing the military status of deserters. The measure also extends for another three years the time during which draft dodgers can be brought to trial in civil courts.

Secretary Weeks in a letter to Chairman Kahn of the military committee urged prompt passage of the bill.

JUDGE MACK SUCCEEDS LANDIS TEMPORARILY

New York Jurist Will Go to Chicago at Once.

SPECIAL DISPATCH TO THE NEW YORK HERALD. CHICAGO, March 1.—Judge Julian W. Mack of the Federal District Court in New York, a former Chicagoan, is to be transferred immediately to Chicago as temporary successor to Judge Landis, whose resignation became effective yesterday, Judge George A. Carpenter, now senior judge here, announced to-day.

Judges Mack and Carpenter will hear criminal cases until the docket has been cleared. Judge Page of the Court of Appeals will preside in the Equity Division of the District Court during the emergency.

PENROSE'S ELEPHANT IS SOLD AT AUCTION

Gift to Senator and Office Furniture Disposed Of.

PHILADELPHIA, March 1.—Furniture and ornaments from the offices of Senator Boies Penrose were placed on the auction block here to-day. The first articles to be knocked down were six office chairs. Senator Penrose, a large man, had all his office furniture designed to meet his own proportions. One chair brought \$23.50 and the remainder sold in a lot for \$60.

Among other articles sold were a roll top desk, the Senator's legal bookcase, inkwell, pens, blotters and one ornament, an elephant, emblem of Republicanism.

The elephant, of bronze, with trunk raised defiantly to imaginary attackers, was said to have been given to Senator Penrose when the Bull Moose movement was making things difficult for him, and he treasured it with grim pleasure.

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St. Kitt's, Kobe, Rangoon, Togoland, the Ivory Coast; where they are and how to get there—these are matters of interest to shippers and travelers. They are pleasant names for the one who enjoys a sentimental journey in his easy chair, while for young Master Thirteen they are both hunger and food.

Ships go constantly to these places. You may learn their dates of sailing, their representatives in New York, and, better still, their names. (How would you like to sail on the Eastern Dawn for Rotterdam, on the Saxon Prince to Rio, or the Karroo for Hong Kong, Manila and Singapore?)

This is geography alive. In fact, these pages show why geography is important. To know how to ship your goods or your person anywhere, to know where to get the sailings and arrivals, shipping news and notices to mariners, reports by wireless and address and phone numbers of the lines; to know that a call on Beekman 3000, Extension 40, will get further information—this is useful to followers of the sea, because New York is a great port. To others this is also important as part of the magic of the sea.



New York Tribune